

Belmont Chronicle

Office: Main Street, op. School House.
W. A. HUNT,
EDITOR AND PROPRIETOR.

Thursday, Nov. 13, 1879.

THANKSGIVING.

Proclamation of the President.

On no recurrence of the season which the devout habits of a religious people have made the occasion for giving thanks to Almighty God and humbly invoking His continued favor, has the material prosperity enjoyed by our whole country been more conspicuous, more manifold or more universal than during the last year. Also the unshaken peace with all foreign nations, the general prevalence of domestic tranquility, the supremacy and security of the great institutions of civil and religious freedom have gladdened the hearts of our people and confirmed their attachment to their government, which the wisdom and courage of their descendants have so firmly maintained to be the habitation of liberty and justice to successive generations.

Now, therefore, I, Rutherford B. Hayes, President of the United States, do appoint Thursday, the 27th day of November, as a day of National Thanksgiving and prayer, and I earnestly recommend that withdrawing themselves from secular cares and labors, that the people of the United States do meet together on that day in their respective places of worship, to give thanks and praise to the Almighty God for His mercies and to devoutly beseech their continuance.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.
Done at the City of Washington, this 30th day of November, 1879.
In the year of Our Lord, one thousand eight hundred and seventy-nine, and of the Independence of the United States, the one hundred and fourth.

RUTHERFORD B. HAYES,
By the President.

WM. M. EVARTS,
Secretary of State.

YASOO is Democratic and that is why the Gazette gets out its most likely rooster.

OFFICIAL returns from all the counties in Pennsylvania show a Republican majority over all of 58,751.

The old story: "The bulk of bulldrawn from the Bank of England to-day is for shipment to the United States."

The Detroit Free Press says that Senator Chandler always kept his business in such order that a boy ten years old could administer on his estate.

GENERAL HOOKER's remains reached Cincinnati, on Thursday evening, and were received with becoming military ceremony, and interred in Spring Grove Cemetery on the following day.

In every Northern State where there has been a contest over either branch of the Legislature, which is to help elect a United States Senator, the Democracy have encountered a crushing defeat. It looks as though National questions did have something to do with this election.

The New York Sun which has been scoring Kelly daily for months past, now pitches into Tilden for his non-conciliatory policy, and says: "The prospect of a reunion of the scattered forces of the Democratic party in this state in time to be available at the next presidential election is not, we are sorry to say, at present, very brilliant."

REPRESENTATIVE James O'Brien, the leader of the Anti-Tammany Democracy and a strong Tilden man, has since the November elections come out strong for Speaker Randall for President. O'Brien says that while Randall may not be able to carry his own State he could carry New York, and that was the real matter of importance to the Democracy.

On Sunday morning about 9 o'clock, the walls of the new brick school house, being erected and nearing completion, at Clover Ridge, District No. 5, Colerain township was blown partially down—the front gable falling, as low as the door-frame; the rafters, which were in position, fell, knocking down and damaging the side walls. The loss, which is considerable, will fall upon the contractors, Thos. Green & Bro., of Martin's Ferry.

HARDIN COUNTY received the banner offered by Democratic leaders of Columbus, for the largest proportional Democratic gains at the recent election. The Belmont County Democratic Committee it is understood laid claim to the prize, but it is not known upon what grounds, save it is upon the declaration of the editor of the Gazette, that "Belmont is still erect for the Democracy." The figures show a Democratic loss in majority from last year of about 300 and no gain over the majority of 1876.

The destruction of the Kansas City candy factory last Friday, and loss of life, is shown by the testimony before the coroner's jury to have been due to an explosion of starch dust in the atmosphere, which was also the cause, it will be remembered, of a similar disaster in New York some two years ago, and has a close counterpart in the famous explosion at the Minneapolis flouring mills. Scientists have given the matter much attention of late; but while they are agreed as to the explosive properties of this dust, they have not yet suggested a way of neutralizing its power.

The creditors of the Jay Cooke estate, it is now declared, will receive every dollar of their claims and in some cases more than a hundred cents on the dollar. Among the assets were a large amount of Northern Pacific and other railroad stocks which in the great decline only possessed a nominal value. The business boom came on, and with it a rise in all railroad securities. Northern Pacific, which was quoted nominally at 16 1/2, has gone up into the sixties, as have other stocks in the hands of the trustees. Mr. Cooke always had confidence that the stocks held by him at the time of his failure, would eventually advance in value, so that a sufficient amount would be realized from their sale to liquidate all his indebtedness, and he therefore constantly urged his creditors to hold on to them. Those who have had patience, and taken his advice, will now reap the advantage.

LET US RENDER THANKS.

Governor Bishop's Proclamation.

Governor Bishop has issued the following Thanksgiving proclamation:

PROCLAMATION.
Because it is proper to give thanks to Almighty God, the ruler and dispenser of all good, and because the observance of a day as an annual Thanksgiving is a cherished usage among our people:

Now, therefore, I, Richard M. Bishop, Governor of the State of Ohio, do hereby appoint Thursday, November 27, A. D. 1879, as a day of Thanksgiving and prayer in this State, and do earnestly request that it be set apart from the pursuit of secular occupation, and devoted to such religious services as will most fittingly express our gratitude to God for the blessings of the past, confirm our trust in the Divine guidance for the future, and inspire us with benevolence, whose hand is always ready to minister to the wants of the needy.

In testimony whereof, I have hereunto set my hand and caused the great seal of the State of Ohio to be affixed at Columbus, the tenth day of November, in the year of our Lord one thousand eight hundred and seventy-nine, and in the one hundred and fourth year of the independence of the United States of America.

R. M. BISHOP,
Governor.

MILTON BARNES, Secretary of State.

The Somerset Branch Railroad.

SOMERSET, O., Nov. 11.

MR. EDITOR:—Perhaps some of your readers will be very much pleased to hear that Somerset expects to have a railroad, and that her people are warm on the trail. The immortal J. N. once said that "Somerset would lift the veil and become one of the most important places in the county." We have but little faith in modern prophets, but it seems that the saying will be verified.

We had a railroad meeting, Saturday the 8th, and from the large attendance and the great interest manifested, there is not the shadow of a doubt but that before another year we will hear the whistle of the iron horse and see him traversing our valley, with lightning's speed.

Solomon Hogue was chairman of the meeting, and after stating the object of the meeting, Senator Frank Atkinson made a well-timed railroad speech. His arguments were conclusive and to the point. He said, "Now is the time to strike and we propose to strike."

Remarks were made by Hogue, McCollough and Harris, after which Richard Miles made a motion that a committee of 15 persons be selected to meet at Temperanceville, Wednesday 12th, at 2 o'clock, for the purpose of completing all the necessary arrangements for the work. I can not give all the names, but among them were Hogue, Miles, Atkinson, Starbuck and Martin undertake a task, we may expect it to be completed. They are in earnest, and it may be set down as a fact that a road from Somerset to Temperanceville, Williamsburg to some point west.

OSWEGO.

The Progress of the Tuscarawas Valley Extension.

The Cleveland Herald of Monday, has the following report of an interview between their reporter and Mr. Oscar Townsend, the General Manager of the Tuscarawas Valley Railroad, who had just returned home from a trip over their extension to Wheeling:

"Well, how did you find the work progressing, Mr. Townsend?"
"Very well, indeed, and we are pushing it as fast as we can with the men we have. We are very glad of hands. I expect the grading will be finished by the first of next month; the track is being laid at the rate of about half a mile a day. Bridging is going on as rapidly as possible. We have now about 150 feet of the tunnel to drive, and we are doing it at the rate of ten feet a day. We have put double gangs of men on, and are working day and night. The total length of the tunnel is 1,500 feet, and it is situated as nearly as possible midway between Uhrichsville and Wheeling."

"How many stations do you propose to locate along the line?"
"We have not yet determined exactly, but I expect there will be as many as twelve or fifteen. The extension runs through a hilly country, with but little facilities for railroads, and the company have thought it advisable to put the stations close together."

Apropos to the above, it may be stated that the track for the extension has already been laid to Tippecanoe, thirteen miles east of Uhrichsville, and the tracklayers are pushing eastward about two-thirds of a mile a day. The east end of the line, from Bridgeport to Gummer's tunnel, a distance of fifteen miles, is graded, and the road-bed leveled up—the masonry nearly finished—five or six of the largest bridges across Wheeling creek completed, and everything ready for the ties, which are loaded on barges down the river, awaiting a rise before they can be delivered. Immediately upon their arrival track-laying will begin at Bridgeport, and as the time Gummer's tunnel is reached, it will be completed, so that the workmen will not be delayed in passing that point.

The work west of Gummer's to Caldwell's a distance of 4 1/2 miles, is progressing rapidly, and can be finished with the present force, under contractor Winspear, inside of forty days. Upon this part of the line the abutments for eight bridges are yet to be erected. Beyond Caldwell's to the terminus, there is a very high and well finished, and ready for the tracklayers. At Flushing, the great tunnel, fifteen hundred feet long, is within seventy-five feet of being through the hill, and already the workmen are on either side greet each other with the sounds from their implements through the distance, so that it may be safely said that the laborers who have steadily pursued their way for two years in this work, will see light ahead within the next twenty days. Next to the tunnel, one of the most difficult works on the line is the bridge over the very light-flooded point on Trail Fork of Stillwater, one mile west of Flushing. Within a distance of two miles there are seven bridges, which will require over a million feet of lumber to construct, varying in length from 300 to 700 feet each, and in height from 30 to 60 feet. The timbers for these are framed and ready for raising, and there is no doubt that they will be laid in the first of January, and that trains will be run for traffic in the early spring. Doubtless the people who live along the line of this route who have encouraged with material aid its construction, are beginning to feel that the era is approaching when they will be more than repaid for any assistance they have rendered toward its building. It will give an outlet to a fertile region which heretofore during at least a portion of the year has been locked in by bad roads and weather. It will afford people convenient and ready markets, and in fact will open before them a new life, upon the prospective entry of which they are certainly to be congratulated.

Capital Topics.

Legislative Plumes—The Senatorial Controversy.

Special Correspondence Chronicle.

COLUMBUS, Nov. 10, 1879.

Since the election, the Capitol City has been the Mecca for pilgrims in search of political plumes that fell upon the recent shaking up of parties, and it will fall in still greater profusion on the incoming of the Republican General Assembly. The newly-elected State officers, have had a trying time of it, and the anxious public, and more anxious capitalists, place, are yet in the dark as to the several slates. One of the officers told me that the selection of his small force of employees had given him more annoyance and trouble than his canvass for the nomination and election.

It is announced that Gen. Gibson is to be Adjutant General, and Dr. Babbit, for a long time Chief Clerk of the Auditor of State's office, is to be Cashier of the State Treasury—an excellent appointment. With Dr. Babbit on deck, Mr. Turner, the newly-elected State Treasurer, will go to sleep satisfied that the public moneys will be safe.

The candidates for the different positions in the General Assembly are thick as leaves in Vallambrosa. The highest names are the clerical types of the two Houses, which are worth, perhaps, \$3,000 per year, with a liberal-minded Legislature to make the necessary appropriations. It is announced that Capt. J. C. Donaldson of this city, and J. K. Rukensbrod of the Salem Republican, are candidates for Clerk of the Senate, and B. J. Loomis, F. D. Mussey, J. Clegg, Private Dabell, Frank P. Barnes, Hon. H. Mack, and a host of others, are candidates for Clerk of the House. For the minor positions the candidates are legion. There is a lady in the field as a candidate for engrossing clerk of the Senate, Miss Lillie C. Darst of the Circleville Herald, so well, and so favorably known to the newspaper fraternity. As she cannot be present at the meeting of the General Assembly, to engage in the button holding customary on that occasion, she will call on the grave Senators at their homes. She is competent and deserving, and public sentiment seems to accord her the places she seeks. It is to be regretted that her chief competitor for the position is a competent and partly colored man, Mr. Walter S. Thomas, who led the same place in the 62d General Assembly. It is hoped they will both be provided for.

Just after the election there was some agitation over the Senatorial question. There were politicians ready to swear that, as Foster had furnished the money to pay the expenses of the recent campaign, he was entitled to the place, and could have it if he desired it. Soon, however, came the reliable statement that Foster would under no circumstances be a candidate. Gov. Dennison's friends also began to cavil, and we will see the leading newspapers of the State, which continues with unabated activity. All must admit his high character and his eminent fitness and ability. His candidacy, even if unsuccessful, will have the good result of calling attention to the salient points of his administration as the first War Governor of Ohio, which are now little understood. Read now in the cold light of history, and judged by the difficulties surrounding it, it must be accorded high praise for its purity, patriotism, and wisdom. It has been imputed to Gov. Dennison, a fault, and as a reflection upon his administration, that he was not accorded a second term. This is all wrong. At the close of his term there was, to some extent, an obliteration of party lines in the tumultuous tide of patriotism that overrode the State after the firing upon Sumpter, and assentiment that sought for its mark a proper exponent, the foremost War Democrat of the State—the glorious old David Tod. It is rather to Gov. Dennison's praise, than otherwise, that he was in full accord with the sentiment and feeling of the State, and that he was an able and successful administrator.

It is understood that the Hon. Stanley Matthews and the Hon. Alphonso Taft are in the Senatorial fight, and will together divide the Hamilton county delegation. They will also have some strength in the adjoining counties of Seneca and Lucas. They are both men of high character, and in point of intellect, a brace of giants. The problem seems to be, will they, or either of them, with Gov. Dennison, hold strength enough to prevent Garfield's nomination. If you will draw a line through the center of the State from east to west, you will see that a decided majority of the Republican members of the Legislature are south of such line. Geographically considered, the situation is not favorable to Garfield, and the disposition to make the contest a sectional one is already apparent. It is Garfield, against the field, and at this writing he appears to be in the lead. Foster is understood to be acting for him, and Secretary Sherman and the administration are said to be desirous that he should be selected. The arguments against him, so far as, to his credit. It is urged that, as the acknowledged leader of the House, that he can be returned as often as he pleases, that he will be the Speaker of the next House if he will remain where he is, and that his services there are too valuable to be dispensed with. These arguments have some weight, but on the other hand, he is personally popular, it is known that he desires the promotion, and he has just emerged from a successful contest in which he sounded the keynote of such a line. Geographically considered, the situation is not favorable to Garfield, and the disposition to make the contest a sectional one is already apparent. It is Garfield, against the field, and at this writing he appears to be in the lead. Foster is understood to be acting for him, and Secretary Sherman and the administration are said to be desirous that he should be selected.

The polite supervisor of Printing, Mr. Elliott, is delivering to the Secretary of State volume 1 of the Revised Statutes, a book of 1200 pages, containing the acts of the General Assembly, the Constitution of the United States, the Ordinance of 1787, the Constitutions of the State of 1802 and 1851, properly annotated, the Laws of the United States, on the subjects of naturalization, extradition, fugitives, authentication of records, and removal of causes of State to Federal Courts, and parts 1—Civil and 2—Political of the Revised Statutes. The volume is handsomely bound in law binding, the type is clear, and the general finish excellent, but the nonpareil type, in which the annotations and the notes are printed, is very light-faced, and I fancy the older members of the Bar will grow when they come to use the work. The Legislature evidently intended that no part of the work should be distributed until the whole is complete, but they said so awkwardly that the language applies to the annual volume instead of to the Revised Statutes. The first volume will therefore be sent out as rapidly as possible, and will be sold by county auditors at \$2.50 per copy. The second volume will contain parts 3—Revenue, Part 4—Penal, such laws of a general nature as are not included in the general revision, and the complete analytical index. The whole work, according to contract, must be finished and ready for delivery by December 1st.

The citizens, without regard to party, have invited Gen. Grant to stop over on his way East in December, and he has accepted the invitation. Your old townsman, Col. Manypenny, is chairman of the reception committee. The demonstration will be a grand one—all the towns in Central Ohio manifesting a purpose to take part in the welcome extended to our most distinguished citizen. The time of his proposed visit is not definitely fixed.

ARION.

A Great Geological Mistake Discovered.

An article from the Cadiz Sentinel announcing the supposed discovery of a bed of marble in Short Creek township, Harrison county, is having quite a fine run through the local press. The story of this discovery is such a pretty one that we are sorry to disbelieve it; but unfortunately the geological structure of Harrison county is entirely inconsistent with the known conditions requisite to the formation of marble. Besides, such a freak of nature as this story supposes could hardly have escaped the quick eye of Prof. Stevenson the State Geologist, who explored that region. It is very probable that this supposed marble is nothing more than an outcrop of the well known conglomerate which is often found to replace the Mahoning Sandstone of the Lower Brown Measures—the group lying immediately beneath the Pittsburgh coal, and to which the formation of the locality in question belongs. This conglomerate is frequently of so fine a texture as to deceive those not perfectly acquainted with its nature. It is often susceptible of a high polish, and will undoubtedly prove of real value in many localities, both as a building stone and as a substitute for marble in its more general uses. If the "Harrison county marble" proves to be identical with this conglomerate, as it no doubt will, the solemn fact will spoil a very interesting discovery. But this will by no means the first of such discoveries which have failed to "pan out." Just such another "remarkable geological discovery" was announced through the local press a year or so ago, as having occurred in Guernsey county, where the same conglomerate was mistaken for granite.

Gov. Bishop has brought suit for libel against the Cincinnati Gazette Co., claiming damages to the extent of sixty thousand dollars. The grounds of the suit are publications reflecting upon the Governor's actions regarding the Cincinnati police Commissioners. The Gazette is fortunate enough to have two libel suits on hands with distinguished statesmen as prosecutors—the first injured party being General Charles H. Grosvenor, of Athens county.

Gov. Bishop's Proclamation.

PROCLAMATION.

Because it is proper to give thanks to Almighty God, the ruler and dispenser of all good, and because the observance of a day as an annual Thanksgiving is a cherished usage among our people:

Now, therefore, I, Richard M. Bishop, Governor of the State of Ohio, do hereby appoint Thursday, November 27, A. D. 1879, as a day of Thanksgiving and prayer in this State, and do earnestly request that it be set apart from the pursuit of secular occupation, and devoted to such religious services as will most fittingly express our gratitude to God for the blessings of the past, confirm our trust in the Divine guidance for the future, and inspire us with benevolence, whose hand is always ready to minister to the wants of the needy.

In testimony whereof, I have hereunto set my hand and caused the great seal of the State of Ohio to be affixed at Columbus, the tenth day of November, in the year of our Lord one thousand eight hundred and seventy-nine, and in the one hundred and fourth year of the independence of the United States of America.

R. M. BISHOP,
Governor.

MILTON BARNES, Secretary of State.

The Somerset Branch Railroad.

SOMERSET, O., Nov. 11.

MR. EDITOR:—Perhaps some of your readers will be very much pleased to hear that Somerset expects to have a railroad, and that her people are warm on the trail. The immortal J. N. once said that "Somerset would lift the veil and become one of the most important places in the county." We have but little faith in modern prophets, but it seems that the saying will be verified.

We had a railroad meeting, Saturday the 8th, and from the large attendance and the great interest manifested, there is not the shadow of a doubt but that before another year we will hear the whistle of the iron horse and see him traversing our valley, with lightning's speed.

Solomon Hogue was chairman of the meeting, and after stating the object of the meeting, Senator Frank Atkinson made a well-timed railroad speech. His arguments were conclusive and to the point. He said, "Now is the time to strike and we propose to strike."

Remarks were made by Hogue, McCollough and Harris, after which Richard Miles made a motion that a committee of 15 persons be selected to meet at Temperanceville, Wednesday 12th, at 2 o'clock, for the purpose of completing all the necessary arrangements for the work. I can not give all the names, but among them were Hogue, Miles, Atkinson, Starbuck and Martin undertake a task, we may expect it to be completed. They are in earnest, and it may be set down as a fact that a road from Somerset to Temperanceville, Williamsburg to some point west.

OSWEGO.

The Progress of the Tuscarawas Valley Extension.

The Cleveland Herald of Monday, has the following report of an interview between their reporter and Mr. Oscar Townsend, the General Manager of the Tuscarawas Valley Railroad, who had just returned home from a trip over their extension to Wheeling:

"Well, how did you find the work progressing, Mr. Townsend?"
"Very well, indeed, and we are pushing it as fast as we can with the men we have. We are very glad of hands. I expect the grading will be finished by the first of next month; the track is being laid at the rate of about half a mile a day. Bridging is going on as rapidly as possible. We have now about 150 feet of the tunnel to drive, and we are doing it at the rate of ten feet a day. We have put double gangs of men on, and are working day and night. The total length of the tunnel is 1,500 feet, and it is situated as nearly as possible midway between Uhrichsville and Wheeling."

"How many stations do you propose to locate along the line?"
"We have not yet determined exactly, but I expect there will be as many as twelve or fifteen. The extension runs through a hilly country, with but little facilities for railroads, and the company have thought it advisable to put the stations close together."

Apropos to the above, it may be stated that the track for the extension has already been laid to Tippecanoe, thirteen miles east of Uhrichsville, and the tracklayers are pushing eastward about two-thirds of a mile a day. The east end of the line, from Bridgeport to Gummer's tunnel, a distance of fifteen miles, is graded, and the road-bed leveled up—the masonry nearly finished—five or six of the largest bridges across Wheeling creek completed, and everything ready for the ties, which are loaded on barges down the river, awaiting a rise before they can be delivered. Immediately upon their arrival track-laying will begin at Bridgeport, and as the time Gummer's tunnel is reached, it will be completed, so that the workmen will not be delayed in passing that point.

The work west of Gummer's to Caldwell's a distance of 4 1/2 miles, is progressing rapidly, and can be finished with the present force, under contractor Winspear, inside of forty days. Upon this part of the line the abutments for eight bridges are yet to be erected. Beyond Caldwell's to the terminus, there is a very high and well finished, and ready for the tracklayers. At Flushing, the great tunnel, fifteen hundred feet long, is within seventy-five feet of being through the hill, and already the workmen are on either side greet each other with the sounds from their implements through the distance, so that it may be safely said that the laborers who have steadily pursued their way for two years in this work, will see light ahead within the next twenty days. Next to the tunnel, one of the most difficult works on the line is the bridge over the very light-flooded point on Trail Fork of Stillwater, one mile west of Flushing. Within a distance of two miles there are seven bridges, which will require over a million feet of lumber to construct, varying in length from 300 to 700 feet each, and in height from 30 to 60 feet. The timbers for these are framed and ready for raising, and there is no doubt that they will be laid in the first of January, and that trains will be run for traffic in the early spring. Doubtless the people who live along the line of this route who have encouraged with material aid its construction, are beginning to feel that the era is approaching when they will be more than repaid for any assistance they have rendered toward its building. It will give an outlet to a fertile region which heretofore during at least a portion of the year has been locked in by bad roads and weather. It will afford people convenient and ready markets, and in fact will open before them a new life, upon the prospective entry of which they are certainly to be congratulated.

OSWEGO.

The Progress of the Tuscarawas Valley Extension.

The Cleveland Herald of Monday, has the following report of an interview between their reporter and Mr. Oscar Townsend, the General Manager of the Tuscarawas Valley Railroad, who had just returned home from a trip over their extension to Wheeling:

"Well, how did you find the work progressing, Mr. Townsend?"
"Very well, indeed, and we are pushing it as fast as we can with the men we have. We are very glad of hands. I expect the grading will be finished by the first of next month; the track is being laid at the rate of about half a mile a day. Bridging is going on as rapidly as possible. We have now about 150 feet of the tunnel to drive, and we are doing it at the rate of ten feet a day. We have put double gangs of men on, and are working day and night. The total length of the tunnel is 1,500 feet, and it is situated as nearly as possible midway between Uhrichsville and Wheeling."

"How many stations do you propose to locate along the line?"
"We have not yet determined exactly, but I expect there will be as many as twelve or fifteen. The extension runs through a hilly country, with but little facilities for railroads, and the company have thought it advisable to put the stations close together."

Apropos to the above, it may be stated that the track for the extension has already been laid to Tippecanoe, thirteen miles east of Uhrichsville, and the tracklayers are pushing eastward about two-thirds of a mile a day. The east end of the line, from Bridgeport to Gummer's tunnel, a distance of fifteen miles, is graded, and the road-bed leveled up—the masonry nearly finished—five or six of the largest bridges across Wheeling creek completed, and everything ready for the ties, which are loaded on barges down the river, awaiting a rise before they can be delivered. Immediately upon their arrival track-laying will begin at Bridgeport, and as the time Gummer's tunnel is reached, it will be completed, so that the workmen will not be delayed in passing that point.

The work west of Gummer's to Caldwell's a distance of 4 1/2 miles, is progressing rapidly, and can be finished with the present force, under contractor Winspear, inside of forty days. Upon this part of the line the abutments for eight bridges are yet to be erected. Beyond Caldwell's to the terminus, there is a very high and well finished, and ready for the tracklayers. At Flushing, the great tunnel, fifteen hundred feet long, is within seventy-five feet of being through the hill, and already the workmen are on either side greet each other with the sounds from their implements through the distance, so that it may be safely said that the laborers who have steadily pursued their way for two years in this work, will see light ahead within the next twenty days. Next to the tunnel, one of the most difficult works on the line is the bridge over the very light-flooded point on Trail Fork of Stillwater, one mile west of Flushing. Within a distance of two miles there are seven bridges, which will require over a million feet of lumber to construct, varying in length from 300 to 700 feet each, and in height from 30 to 60 feet. The timbers for these are framed and ready for raising, and there is no doubt that they will be laid in the first of January, and that trains will be run for traffic in the early spring. Doubtless the people who live along the line of this route who have encouraged with material aid its construction, are beginning to feel that the era is approaching when they will be more than repaid for any assistance they have rendered toward its building. It will give an outlet to a fertile region which heretofore during at least a portion of the year has been locked in by bad roads and weather. It will afford people convenient and ready markets, and in fact will open before them a new life, upon the prospective entry of which they are certainly to be congratulated.

OSWEGO.

J. S. RHODES & CO.—NEW ADVERTISEMENTS.

SEAL SKIN SACQUES,

BLACK SILKS,

BLACK CASHMERES,

THE ATTRACTIONS THIS WEEK AT

J. S. RHODES & CO.

OPENED

MONDAY, NOVEMBER 10,

—THE—

HANDSOMEST

ASSORTMENT

—OF—

ELEGANT

Seal Skin Sacques,

Ever offered in Wheeling.

ALSO

100 NEW

BLACK CLOTH

DOLMANS

—AND—

Black Cloth.

SACQUES

SEAL SKIN

CLOAKS!

\$10,000.00 WORTH

GUINETT'S

Black Silks!

300 PIECES

OUR SILKS

—AT—

\$1.25, \$1.37, \$1.60 & 2.00

ARE ESPECIALLY

Good Value for the Money.

Are manufactured by the most

reliable house in New York and

are warranted in every respect.

We will sell them on a small

margin for cash.

BLACK SILKS! BLACK CASHMERES

BLACK CASHMERES,

BLACK CASHMERES,

BLACK CASHMERES,

BLACK CASHMERES,

BLACK CASHMERES,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,

Black Cashmeres,